



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

pulling at the other in order to bring the boat round. In this case the oar at rest receives no motion from the other, except in a direction to move it fore and aft, which is no inconvenience.

No. VII.

MOORINGS FOR SHIPS.

The following Plan for mooring Ships in Tiers, adapted particularly to the River Thames, was communicated by JOHN HALL, Esq., Secretary to the St. Catherine's Dock Company.

MUCH inconvenience and obstruction are continually taking place in the port of London from vessels, chiefly colliers, lying either at anchor or at moorings so as to obstruct the mid-channel of the river. This practice, as far as it does not arise from mere perverseness, is occasioned by the wish to get a clear birth, so as to allow free access to the lighters and other craft. But as, in the endeavour to secure this convenience, the master of every vessel is wholly regardless of the encroachment that he makes on the space which ought to be left free for navigation, some regulation in this respect is become absolutely necessary.

Mr. Hall proposes that each tier should have two mooring-chains laid down parallel to each other, and 220 feet apart, estimating the average size of the vessels at 250 tons register. On these mooring-chains, at 50

feet distance, should be fixed bridles, each with a buoy attached to the loose end. The depth of water is taken at 35 feet, and therefore the length of the bridle chain, allowing it to form an angle of 45° with the bottom of the river, must be twelve fathoms. The vessels are to be moored in pairs, head and stern, each vessel of a pair being fastened by a short rope of ten feet to one bridle buoy, and by a longer rope to the opposite bridle buoy of the other mooring chain. The next adjacent pair of vessels is to be moored by long ropes at one end and short ones at the other, as the preceding pair, but with this difference, that the long ropes of one pair correspond to the short ones in the other pair. Hence the alternate pairs alone will be strictly parallel to each other, and every vessel will thus have a clear space on one side for at least two-thirds of its length for the access of lighters and other craft.

This arrangement is represented in Plate IX. fig. 1.

It is evident that, by adopting the above plan of mooring, it would not be possible for masters to place their vessels except in proper order; whereby a considerable saving of space would accrue, and the present obstructions to the navigation would be avoided, as well as the trouble and expense of raising the chains.